

## SOLONS ASKED BY HARBOR BOARD TO HELP IN TROUBLE

Letters To Both Houses Beg Influence In Getting Ships Moved From Port

## DOUBLE GUARDS PLACED OVER MUTILATED VESSELS

Waterfront Confident That Steamers Will Not Be Moved By Authorities

Following the advising of the board of harbor commissioners yesterday afternoon of the sinking of three American steamers off Papeete, the Germans, that body immediately met and took what further precautions they were able to, within the circumscribed limit of their powers, with a view of safeguarding life and property along the waterfront. Last night the guard over the refugee German vessels was doubled.

When the senate meets this afternoon, action will be taken on the following communication which was received by the senate and house of representatives too late last Saturday for submission to those bodies:

"Gentlemen: Herewith we respectfully submit a copy of action made, seconded and readily carried at a special meeting of the board of harbor commissioners held this morning, wherein the Governor is requested to forward a despatch to Secretary of the Interior Lane at Washington, soliciting necessary assistance whereby we may obtain the removal of the German refugee vessels now lying at the territorial wharves. We would most earnestly and respectfully request that you use your influence to obtain the desired result. Awaiting your kindly cooperation in this matter."

The good ship Pommer, with her deliberately wrecked machinery and her sea cocks ready to open in three minutes, is still at Pier 7, occupying six hundred feet of good wharfage badly needed by the territorial government.

She is not only there now. In all likelihood she will remain there. The Germans make no secret of it.

It is confidently believed along the waterfront that the Pommer will never be moved until Captain Minnen, commander of the ship, and the new power behind the harbor throne, decide to move her up or down, according as to whether it pleases him to shak her with dynamite or by opening the sea cocks.

The declaration from H. Hackfeld & Co. that they would sure enough say any towboat owner that put a line on the Pommer for any accident happened to her for an indefinite number of years looked just as good to the American towboat owners yesterday as it did the day before.

There wasn't just exactly a rush to be the first to put a line aboard her. In view of their attitude on the Hackfeld ultimatum, all the towboats yesterday knauled up the Stars and Stripes over their sterns. As they were afraid to risk a lawsuit at the hands of the representatives of the Germans, this was the only thing to do under the circumstances.

The officers of the Pommer, and her crew also occasionally spend a good deal of time lined along the rail of the ship. When a territorial official, or an ordinary American walk by on the wharf or on Allen Street under her stern, they laugh. It's a good laugh and well earned.

H. Hackfeld & Co. is reported to be perfectly satisfied with conditions as they are at present and is willing to let them continue as they are.

It was reported that in celebration of the destruction of three American ships yesterday and the drowning of some Americans another banquet will be ordered where the German officers and their commercial representatives may enjoy a menu similar to that hilarious one over which they fraternized the night the Lusitania was sunk and her women and children murdered.

## HEAD OF PACIFIC MAIL IS COMING ON S. S. VENEZUELA

Officers of the liner Colombia yesterday stated that their chief, John H. Rositter, general manager and vice-president of the Pacific Mail Steamship Company is a passenger on the liner Venezuela which is due here on Wednesday from Yokohama.

Mr. Rositter whose earnest Americanism and enthusiasm as a shipping man made a great impression when he was last in Honolulu, has been making one of the longest tours of the Orient which any shipping head has so far to his credit.

He passed through Honolulu, going West, last November, and was expecting to visit China, the Philippines, Korea and Japan. Word of him has been received from all four countries. He has visited each capital and has taken part, in addition, in numerous shipping conferences, one of which is supposed to have restored the Pacific rate pool.

Mr. Rositter was accompanied by his bride and was combining his business tour with a honeymoon trip.

## VALLEY ISLE RED OF CHARLES FORBES

Maui Chamber of Commerce Wants Maui Man In Charge of Public Works

## Object To Having Their Money Handled By Outsider From Honolulu

Maui has a large sized group to register with the legislature on the trust, or lack of trust, shown by the solons in the ability of county authorities to handle funds appropriated for improvement projects on the Valley Isle.

And incidentally Maui joins the rapidly growing number of those who protest against having public affairs superintended by Charles R. Forbes, who is chairman of the Maui loan fund commission along with the other loan commission, as well as superintendent of public works and possessor of many other official capacities.

Briefly Maui doesn't want Forbes running Maui affairs and objects to his handling the money for Maui improvements instead of the officials of the county, according to the Maui News.

This objection found full expression in a special meeting of the Maui chamber of commerce last week when the chamber found that every bill appropriating money for use on Maui carries the provision that the work is to be done under the direction of the superintendent of public works.

President Wadsworth, according to the Maui News, summed up the situation by stating that while practically all the appropriation bills for Maui are payable from a proposed territorial loan fund, which Maui is bound to pay back in every instance, the county has been ignored in the expenditure and the superintendent of public works, Forbes, made solely responsible.

President Wadsworth who is a member of the Maui loan fund commission added that if this commission has been unsatisfactory it should be replaced but the course should not be pursued of having county work paid for by the county, handled by territorial officials.

The chamber investigation revealed that all the bills appropriating money for Maui had been drafted in the same manner, putting Forbes as superintendent of work in charge of expenditures, and considerable speculation was indulged in by the members as to how this had happened says the Maui News.

Even the appropriation of \$30,000 for completing the Olinda reservoir, which is being built in the direction of the loan fund board is turned over to Forbes as superintendent of public works by the bill now before the legislature.

The same is true of the appropriation of \$50,000 asked for a county building, of the appropriation of \$15,000 asked for the proposed Iao Valley road, a \$35,000 item for a proposed Lahaina court house and an appropriation for a sea wall at Lahaina.

It was found that an appropriation of \$500,000 constructing a road from Kahala to Nahu, in the Koolau district, has been introduced as a loan fund measure. This raised the question among the chamber members as to what had become of the proposed Territorial road bill, a project approved by the chamber some time ago. As in the other measures, this \$500,000 appropriation bill provides that the expenditure of the money be left to the superintendent of public works, Mr. Forbes, while Maui county will foot the bill and look pleasant.

The chamber of commerce wants to know why it has not been advised of the course of Maui legislation. There is a feeling that Maui is not close enough to touch with what is being done by the legislature. Proposals made that the chamber maintain a married representative in Honolulu to help the Maui delegation draft bills.

The chamber adopted a resolution asking the Maui delegation to keep the chamber informed of what is going on in the Capital, and why.

It is rumored that the Maui chamber of commerce is contemplating a proposal to form a fighting phalanx, charter an inter-island steamer to Honolulu and march en masse into a session of the legislature.

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## MANY TRANSFERS TO FOREIGN FLAGS

Over Forty-Four Thousand Tons Lost To American Merchant Marine

## Not In Session When Chamber of Commerce Ranks Made the Corridors Ring

There were forty-three vessels transferred from American to foreign flags during February according to the report of the bureau of navigation at Washington, just received. These will probably be the last for some time for while they were transferred after the proclamation of the President forbidding such action, their actual sale took place before the proclamation was issued. The date of the proclamation was February 5.

The largest of these transferred ships was the Talabot, of 6300 tons, sold to Norwegian owners. The next largest was the Sacramento, of 5692 tons, sold to the British.

The third of the list is the vessel which Honolulu has been looking for for several months. It is the Capto, of 4823 tons, which was originally reported to have been built for Norwegian owners but which proved to be an American vessel. This is one of the two vessels on the bureau's list whose new flag is not given. It has been thought that the Capto would call here for bunker oil en route from the Northwest Coast to Bombay, the agents of the oil company having been so notified.

Of the rest of the transferred vessels, four were of one and two thousand tons, three of eight and nine hundred; five of four and six hundred; twelve of from one to three hundred and ten under one hundred.

Four vessels were transferred to Norwegians; twenty-two to British; one to Japanese; two to Uruguayans; two to French; one to Danish; one to Portuguese; two to Nicaraguans; one to Mexican; two to Cuban; one to Hawaiian; two to Peruvian and one to Swedish. The new flags of two others were not given.

There were no vessels launched in American shipyards for foreign account during February.

Since July 1, 1916, there have been 152 transfers of American vessels to foreigners, totalling 180,612 gross tons.

The bureau's report for the eight months of the current fiscal year shows that there have been 211 more vessels launched than for the same period in the previous fiscal year. The increase in tonnage over last year amounts to 218,217.

## BRITISH VESSELS MOVE SECRETLY OVER SEVEN SEAS

The veil of secrecy spread over the movements of British vessels is now more effective than ever before and at the request of British owners, the agencies with whom they deal have ceased to give out any information regarding the arrival and departure of their ships.

This applies to Honolulu as well as to New York. For some time all messages received by local agents of British ships concerning their arrival in port, their time and their needs, have been signed by the captains. If the agency did not recognize the captain's name, it often has a difficult time ascertaining what ship was actually coming; in some cases it has not found out until the ship arrived.

The New York Maritime Register has ceased, probably because unable to get the information, to post British vessels due to leave Eastern ports, although this list has been an established custom for years. It is still continued, but as regarding American and neutral ships only. It still carries, in its movements column, however, the destination of the ship after it sails, and it has now listed between four and five British vessels which are likely to call here for bunkers within the next twenty days.

As the British vessels are now equipped with wireless, the local agents have been able to learn in advance the exact date of arrival of most of them. This has been given confidentially to the harbor officials.

Trying to travel one thousand miles on a whaler was hardly found thrilling by the auxiliary schooner Florence Ward, which arrived yesterday morning from Fanning Island. Once in a while there was a wind, reports the ship's company, and it usually was a northerly one, so they were glad it wasn't a big one. There was a customary detail of sitting on the deckhouse and blowing on the mainsail. The crew took turns about it. It required eighteen days to make the trip, which is two less than the Luke record. The Luke's crew having run out of breath.

The Florence Ward brought in no freight from Fanning. She reports the freight at the cable island to be as great as ever, with no immediate prospect of relief. No other islands were touched at.

## FLAURENCE WARD IS BACK FROM FANNING

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## COLDS CAUSE HEADACHES LAXATIVE BROMO QUININE REMOVES THE CAUSE. Used the world over to cure a cold in one day. The signature of R. W. GROVE is on each box. Manufactured by the FARM MEDICINE CO., St. Louis, U. S. A.

## HONOLULU WHOLESALE PRODUCE MARKET

Quotations ISSUED BY THE TERRITORIAL MARKETING DIVISION March 16, 1917.

Island butter, lb. cartons ..... 40 Eggs, select, doz. .... 43 Eggs, No. 1, doz. .... 40 Eggs, duck, doz. .... 30 Young roosters ..... 35 to 40

Beans, string, green, lb. .... 07 Beans, string, wax, lb. .... 05 to 09 Beans, Lima, in pod, lb. .... 04 Beans, Maui red ..... (none in market) Beans, Calico ..... 6.00 to 6.50 Beans, sm. white ..... 9.00 Beans, dry, lb. .... 5.90 to 5.50 Beans, doz. bunches ..... 30 Carrots, doz. bunches ..... 40 Cabbage, ..... 2.00 to 2.50 Corn, sweet, 100 ears ..... 2.00 to 2.50 Corn, Hw., sm. yellow ..... 50.00 to 53.00 Corn, Hw., lg. yellow ..... 45.00 to 50.00 Rice, Jap., seed, cwt. .... 4.50

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Onions, string, green, lb. .... 07 Onions, string, wax, lb